

Decision No. 81294

**ORIGINAL**

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Investigation  
into the rates, rules, regulations,  
charges, allowances, and practices  
of all highway carriers relating to  
the transportation of property in  
San Diego County (transportation  
for which rates are provided in  
Minimum Rate Tariff 9-B).

Case No. 5439  
Petition for Modification  
No. 166  
(Filed August 17, 1972)

R. W. Smith and Arlo D. Poe, Attorneys at Law, and  
Herbert W. Hughes, for California Trucking Asso-  
ciation, petitioner.  
Jess J. Butcher, by G. B. Tweed, for California  
Manufacturers Association, protestant.  
Rodney Starkey, for Pacific Messenger Service, Inc.,  
and Mrs. Lillian C. Davis, for Davis Motor Lines,  
respondents.  
Walter H. Kessenick, Attorney at Law, John Lemke,  
and Raymond Toohey, for the Commission staff.

O P I N I O N

The California Trucking Association, petitioner, seeks an average increase of approximately 4 percent in the rates named in Minimum Rate Tariff 9-B (MRT 9-B) which governs the highway transportation of property between points within the San Diego Drayage Area as defined in the tariff.

Public hearing was held and the petition submitted before Examiner Gagnon at San Diego on January 8, 1973. Evidence in support of the petition was presented by a supervisor for petitioner's Division of Transportation Economics - Southern California Area. The California Manufacturers Association and the Commission's Transportation Division staff oppose the sought increase. No evidence was presented, however, in support of such opposition.

The last general increase in MRT 9-B rates was authorized by Decision No. 80786 dated December 5, 1972 in Case No. 5439 in recognition of highway carrier labor costs effective July 1, 1972. The minimum rates thus established became effective on December 23, 1972. Petitioner states that since this labor cost offset rate adjustment the carriers have experienced further substantial increases in their labor costs as of January 1, 1973. Such cost increases are primarily the result of existing terms and conditions of wage contracts negotiated by the carriers with the Teamsters Union in 1970. In addition, the carriers have experienced upward adjustments in their payroll taxes. The labor cost increases include:

1. An increase in the basic hourly wage rate of 20 cents per hour.
2. An increase in employee pension benefits of \$1.00 per week.
3. A \$4.33 per month increase in employee Health & Welfare Fund.
4. An increase in California Workmen's Compensation rate effective October 1, 1972.

The petitioner's witness computed the percentage increase in the January 1, 1973 labor costs over the like July 1, 1972 cost factors reflected in the present level of MRT 9-B rates. The witness explained that in his cost calculations he gave no consideration to a 10.4 percent increase in the billing and collecting costs experienced by Transport Clearings.<sup>1/</sup> The resulting percentage increase amounts

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<sup>1/</sup> Decision No. 80786 states:

"... With some exceptions the rates in MRT 9-B have been predicated...upon...billing and collection costs of ...Transport Clearings. We are now of the opinion, however, that further increases in the rates of MRT 9-B should not be projected on increases in Transport Clearings' costs."

to approximately 4 percent, which constitutes the basis employed by petitioner for its proposed MRT 9-B labor offset rate adjustment. The witness explained that he used the wage (cost) offset method as described in Decision No. 76353 (1969) 70 CPUC 277. Although the same offset procedure was used by petitioner in the prior proceeding (Petition No. 150) for reflecting the July 1, 1972 labor cost in the MRT 9-B rate scales, the resulting offset rate adjustment was considered to be excessive. A lower modified labor offset increase in MRT 9-B rates was therefore adopted by Decision No. 80786. This latter offset rate adjustment reflects only the dollar amount of labor cost increases and approximates the results that would have obtained had the wage offset method, in lieu of the wage (cost) offset procedure, been utilized.

The petitioner also presented testimony by its expert witness in an effort to show that its labor offset rate proposal complies with the various requirements of Rule 23.1 of the Commission's Rules of Practice and Procedure.

The rates established in MRT 9-B have been determined by the Commission to be just, reasonable, and nondiscriminatory minimum rates for the highway transportation governed thereby. The current level of MRT 9-B rates does not reflect the labor cost increases generally experienced by the highway carriers involved as of January 1, 1973. Pending submission of up-dated full-scale performance, cost, and rate economic studies, petitioner now seeks a further labor offset rate adjustment bringing forward the level of MRT 9-B rates to reflect January 1, 1973 labor costs. In this case it appears that the modified labor offset rate adjustment authorized by Decision No. 80786 results in a percentage datum plane approximately one percent lower than otherwise developed under the wage (cost) offset procedure. In the circumstances adoption of petitioner's rate proposal, subject to a maximum average increase of 3 percent, would be proper for purposes of this proceeding.

Findings and Conclusions

1. The minimum rates set forth in MRT 9-B reflect wage costs and allied payroll expenses effective generally as of July 1, 1972.
2. Highway carriers who are engaged in for-hire transportation services subject to the provisions of MRT 9-B have experienced further labor cost increases effective generally as of January 1, 1973.
3. The wage cost increases experienced by highway carriers as of January 1, 1973 are allowable labor cost increases under the existing provisions of Rule 23.1 of the Commission's Rules of Practice and Procedure.
4. The present rates named in MRT 9-B are below the level of just, reasonable, and nondiscriminatory minimum rates to the extent that such rates do not reflect the carrier's costs of service as of January 1, 1973.
5. Determination of the amount of labor cost increase under the wage offset method described in Decision No. 76353 (1969) 70 CPUC 277 is an appropriate procedure for purposes of Petition No. 166 to measure the January 1, 1973 percentage datum plane increase in MRT 9-B historical cost data.
6. The wage (cost) offset adjustment in MRT 9-B rates developed by petitioner results in an average rate increase of approximately 4 percent. If petitioner's sought labor cost offset rate proposal is held to a maximum average increase of 3 percent, the resulting offset rate adjustment approximates that produced under the wage offset procedure as further modified therein. Such adjustment in rates is within the guidelines set forth in Rule 23.1 of the Commission's Rules of Practice and Procedure and result in just, reasonable, and nondiscriminatory minimum rates for the transportation service governed thereby.

7. To the extent that the provisions of MRT 9-B have been found heretofore to constitute reasonable minimum rates and rules for common carriers as defined in the Public Utilities Act, said provisions, as hereinafter adjusted, are, and will be, reasonable minimum rate provisions for said common carriers. To the extent that the existing rates and charges of said common carriers for the transportation involved are less in volume or effect than the minimum rates and charges herein designated as reasonable for said carriers, to that same extent the rates and charges of said carriers are hereby found to be, now and for the future, unreasonable, insufficient, and not justified by the actual competitive rates of competing carriers or by the costs of other means of transportation.

8. Petitioner also requests that common carriers be authorized to make corresponding increases in their rates and charges that are more restrictive than, or produce greater charges than, those contained in MRT 9-B, that are applicable to transportation of exempt commodities, and that are applicable in connection with all other transportation for which said common carrier rates are based upon the provisions of MRT 9-B. The increased costs and transportation conditions demonstrated in this proceeding are equally applicable to the transportation performed by common carriers. The sought increases in common carrier rates have been shown to be justified.

9. In compliance with Rule 23.1 of the Commission's Rules of Practice and Procedure the evidence of record in this proceeding shows:

- (a) The increases, averaging approximately 3 percent, found justified herein apply to the rates which the Commission has established as minimum rates for the transportation of general commodities within the San Diego Drayage Area.
- (b) The increase in minimum rates is cost justified as of January 1, 1973 and does not reflect future inflationary expectations.
- (c) The increase in minimum rates is required to assure continued, adequate, and safe service by highway carriers engaged in for-hire transportation of property within California.
- (d) The rate increase takes into account obtainable productivity gains.
- (e) The dollar amount of additional revenues which the rate increase is expected to provide the carriers collectively is about \$57,000.
- (f) The additional revenue has been computed to be the amount sufficient only to offset like increases in the highway carriers' labor costs as of January 1, 1973. It is expected, therefore, that the effect, if any, of the rate increase upon carrier earnings will be minimal and will not increase the carriers' overall rate of return on capital.
- (g) Pursuant to reasonable opportunity for participation by all interested parties at a public hearing in this matter, no other highway carrier appeared to present evidence expressing a willingness and capacity to perform the transportation service at the existing level of rates.

10. Where common carriers have previously been authorized to depart from the long- and short-haul provisions of Article XII, Section 21, of the Constitution of the State of California, and Section 460 of the Public Utilities Code, such outstanding authorities should be modified as requested by petitioner to the extent necessary to carry out the effect of the order herein.

The Commission concludes that Petition for Modification No. 166 should be granted to the extent provided in the order which follows and that to the extent not granted herein the petition should be denied.

O R D E R

IT IS ORDERED that:

1. Minimum Rate Tariff 9-B (Appendix A of Decision No. 67766, as amended) is further amended by incorporating therein, to become effective May 12, 1973, the revised pages attached hereto and listed in Appendix A, also attached hereto, which pages and appendix by this reference are made a part hereof.

2. Common carriers subject to the Public Utilities Act, to the extent that they are subject also to Decision No. 67766, as amended, are directed to establish in their tariffs the amendments necessary to conform with the further adjustments ordered herein of that decision.

3. Any provisions currently maintained in common carrier tariffs which are more restrictive than, or which produce charges greater than, those contained in Minimum Rate Tariff 9-B, are authorized to be maintained in connection with the increased rates and charges directed to be established by Ordering Paragraph 2 hereof.

4. Common carriers maintaining rates on a level other than the minimum rates for transportation for which rates are prescribed in Minimum Rate Tariff 9-B are authorized to increase such rates by the same amounts authorized for Minimum Rate Tariff 9-B rates herein.

5. Common carriers maintaining rates on the same level as Minimum Rate Tariff 9-B rates for the transportation of commodities and/or for transportation not subject to Minimum Rate Tariff 9-B are authorized to increase said rates by the same amounts authorized for Minimum Rate Tariff 9-B rates herein.

6. Common carriers maintaining rates at levels other than the minimum rates for the transportation of commodities and/or for transportation not subject to Minimum Rate Tariff 9-B are authorized to increase said rates by the same amounts authorized for Minimum Rate Tariff 9-B rates herein.

7. Tariff publications required or authorized to be made by common carriers as a result of the order herein shall be filed not earlier than the effective date of this order and may be made effective not earlier than the fifth day after the effective date of this order, on not less than five days' notice to the Commission and to the public; such tariff publications as are required shall be made effective not later than May 12, 1973; and as to tariff publications which are authorized but not required, the authority herein granted shall expire unless exercised within sixty days after the effective date hereof.

8. Common carriers, in establishing and maintaining the rates authorized hereinabove, are hereby authorized to depart from the provisions of Section 460 of the Public Utilities Code to the extent necessary to adjust long- and short-haul departures now maintained under outstanding authorizations; such outstanding authorizations are hereby modified only to the extent necessary to comply with this order; and schedules containing the rates published under this authority shall make reference to the prior orders authorizing long- and short-haul departures and to this order.



9. In all other respects Decision No. 67766, as amended, shall remain in full force and effect.

10. To the extent Petition for Modification No. 166 is not granted herein, the petition is denied.

The effective date of this order shall be fifteen days after the date hereof.

Dated at San Francisco, California, this 17<sup>th</sup>  
day of APRIL, 1973.

Veronica L. Stevens  
President  
William J. Quinn

[Signature]  
[Signature]  
Commissioners

Commissioner J. P. Vukasin, Jr., being necessarily absent, did not participate in the disposition of this proceeding.

APPENDIX A

LIST OF REVISED PAGES TO  
MINIMUM RATE TARIFF 9-B

NINTH REVISED PAGE 20  
TENTH REVISED PAGE 21  
ELEVENTH REVISED PAGE 22  
FOURTH REVISED PAGE 22-A  
ELEVENTH REVISED PAGE 29  
ELEVENTH REVISED PAGE 31  
ELEVENTH REVISED PAGE 34  
THIRTEENTH REVISED PAGE 44  
SIXTH REVISED PAGE 44-A  
FOURTEENTH REVISED PAGE 47  
THIRTEENTH REVISED PAGE 49

(END OF APPENDIX A LIST)

SECTION 1--RULES (Continued)	ITEM
<p style="text-align: center;">ALTERNATIVE APPLICATION OF COMMON CARRIER RATES</p> <p>Common carrier rates (including common carrier railroad switching rates) may be applied in lieu of the rates provided in this tariff when such common carrier rates produce a lower aggregate charge for the same transportation between the same points of origin and destination and for the same accessorial services than results from the application of the rates herein provided. (See Notes 1, 2, 3 and 4)</p> <p>When the common carrier rate used does not include accessorial services performed by the carrier, the following charges for such accessorial services shall be added: (See Notes 1, 2, 3 and 4)</p> <ul style="list-style-type: none"> <li>(a) For loading onto carrier's equipment, the charges provided in paragraph (d).</li> <li>(b) For unloading from carrier's equipment, the charges provided in paragraph (d).</li> <li>(c) For other accessorial services for which charges are provided in this tariff, the additional charge or charges so provided.</li> <li>(d) 8¢ cents per 100 pounds.</li> </ul> <p>NOTE 1.--When a rail carload rate is subject to varying minimum weights, dependent upon the size of the car ordered or used, the lowest minimum weight obtainable under such minimum weight provisions may be used in applying the basis provided in this item. When the rail carload rate is subject to a specified minimum weight, subject to the condition that if the car is loaded to full visible or weight carrying capacity, actual weight will apply, or to actual weight but not less than a lesser carload minimum weight, the actual weight will apply subject to the lesser carload minimum weight, if any.</p> <p>NOTE 2.--When rail switching charges are applicable in connection with line-haul movements by rail and the gross weight of the shipment exceeds the applicable carload minimum weight, only one rail switching charge shall be assessed.</p> <p>NOTE 3.--In applying the provisions of this item, a rate no lower than the common carrier rate and a weight no lower than the actual weight or published minimum weight (whichever is the higher) applicable in connection with the common carrier rate shall be used.</p> <p>NOTE 4.--For the purpose of applying the provisions of this item, the definitions of Point of Destination and Point of Origin set forth in Item 11 will be applicable.</p>	110
Change } Increase } Decision No. 81294	
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<div style="display: flex; justify-content: space-between;"> <span>Correction</span> <span>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA</span> </div>	

SECTION 1--RULES (Continued)		ITEM																		
<p style="text-align: center;"><b>ACCESSORIAL SERVICE</b></p> <p>When carrier performs any accessorial or incidental service which is not authorized to be performed under rates named in this tariff, and for which a charge is not otherwise provided, additional charges shall be assessed as provided in Item 140. The charge therein provided for unit of equipment shall apply whenever the accessorial or incidental service requires its use, or whenever the unit of equipment is inactivated by reason of its driver or helper being engaged in such service.</p>		120																		
<p style="text-align: center;"><b>DELAYS TO EQUIPMENT</b></p> <p>When consignor or consignee is responsible for delay to carrier's equipment at or in vicinity of either point of loading or point of unloading in excess of 30 minutes (exclusive of time actually involved in loading or unloading), additional charges for delay time in excess of 30 minutes shall be assessed as provided in Item 140.</p>		130																		
<p style="text-align: center;"><b>CHARGES FOR ACCESSORIAL SERVICES OR DELAYS</b></p> <p>For accessorial services or delays under the conditions specified in Items 120 and 130, charges shall be assessed for each period or fraction thereof, as follows:</p> <table> <tr> <td></td><th colspan="2"><u>Charges in Cents</u></th></tr> <tr> <td></td><th><u>For First</u></th><th><u>For Each</u></th></tr> <tr> <td></td><th><u>30 Minutes</u></th><th><u>Additional</u></th></tr> <tr> <td></td><td></td><th><u>15 Minutes</u></th></tr> <tr> <td>(a) For driver, helper or other employee, per man</td><td>0545</td><td>0270</td></tr> <tr> <td>(b) For unit of equipment-----</td><td>30</td><td>15</td></tr> </table>			<u>Charges in Cents</u>			<u>For First</u>	<u>For Each</u>		<u>30 Minutes</u>	<u>Additional</u>			<u>15 Minutes</u>	(a) For driver, helper or other employee, per man	0545	0270	(b) For unit of equipment-----	30	15	140
	<u>Charges in Cents</u>																			
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(a) For driver, helper or other employee, per man	0545	0270																		
(b) For unit of equipment-----	30	15																		
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## SECTION 1--RULES (Continued)

T. A.

## CHARGES FOR ESCORT SERVICE

In addition to all other applicable rates and charges named in this tariff, the following charges shall be assessed on shipments requiring escort service:

- (a) A charge of \$12.10 per hour, plus 9 cents per actual mile, shall be made for each escort vehicle and driver furnished, for the time and distance said vehicle and driver are engaged in such service. (See Notes 1 and 2)
- (b) A charge shall be made equal to the actual cost of any bridge or ferry tolls incurred for each escort car.

NOTE 1.--Service shall commence with departure of each escort vehicle from its point of dispatch and terminate with the return of each escort car to its point of dispatch, excluding off-duty hours.

\$150

NOTE 2.--Charges for fractions of an hour shall be determined in accordance with the following table:

MINUTES		
Over	But Not Over	
0	8	----- omit
9	23	----- shall be 1/4 hour
23	38	----- shall be 1/2 hour
38	53	----- shall be 3/4 hour
53	60	----- shall be 1 hour

## CHARGES FOR PERMIT SHIPMENTS

In addition to all other applicable rates and charges named in this tariff, the following charges shall be assessed on shipments requiring transportation permits:

- (a) A charge of \$13.75 shall be made for the service of securing each permit, and
- (b) A charge shall be made equal to the fee, if any, assessed by the governmental agency for issuing each permit.

\$160

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81294

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SECTION 1--RULES (Continued)	ITEM
<p style="text-align: center;"><b>DANGEROUS ARTICLES</b></p> <p>Dangerous Articles include those articles described in and subject to the provisions of the Dangerous Articles Tariff.</p> <p>Dangerous articles must not be accepted for transportation unless at the time of or prior to the initial pickup the consignor has furnished to the carrier written information as required under the regulations of the Dangerous Articles Tariff.</p> <p>To the extent hereinafter provided, the following provisions of this tariff will not apply to shipments of dangerous articles:</p> <ol style="list-style-type: none"> <li>1. Item 220 (Mixed Shipments) will not apply to shipments containing one or more commodities which the Dangerous Articles Tariff prohibits being transported at the same time on a single unit of carrier's equipment.</li> <li>2. Items 180-182 (C.O.D. Shipments) and 300 (Split Delivery) will not apply to shipments, including any component parts thereof, containing explosives (Class A, B or C) and/or any other dangerous articles which may not be left unattended in the carrier's equipment under the regulations of the Dangerous Articles Tariff.</li> </ol>	165
<p style="text-align: center;"><b>FAILURE TO ACCOMPLISH DELIVERY</b> (Applies only in connection with Item 165)</p> <p>Except as otherwise provided in the Dangerous Articles Tariff, if the carrier, through no fault of its own, is unable to effect delivery of any shipment within 48 hours, excluding Saturdays, Sundays and holidays, after receipt of the shipment, notice will be sent or given to consignor or consignee that the shipment is being placed in storage. Thereafter the shipment will be stored at carrier's terminal subject to the rates and charges set forth below, or at carrier's option may be placed in public warehouse.</p> <p>For each of the first five days, 5½ cents per 100 pounds. For the sixth and each succeeding day, 8 cents per 100 pounds.</p> <p>Minimum storage charge per shipment on freight held beyond 48 hours, 5 days or less, 77 cents; 6 days or more, \$1.18. In computing time, any fractional part of 24 hours will be counted as one day. In computing charges, any fractional part of 100 pounds will be computed as 100 pounds.</p> <p>Shipments unloaded from vehicle and reloaded on vehicle will be subject to a charge of \$3.80 per ton in addition to all other charges.</p> <p>Subsequent delivery from point of storage will be charged as a new shipment.</p>	267
<p>Change ) Increase ) Decision No. <b>81294</b></p>	
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<p style="text-align: center;">ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA.</p> <p>Correction</p>	

MINIMUM RATE TARIFF 9-B

SECTION 1--RULES (Continued)			ITEM
MINIMUM CHARGE			
Except as otherwise provided, the minimum charge per shipment shall be as follows: (See Note)			
<u>Weight of Shipment (In Pounds)</u>			
<u>Over</u>	<u>But Not Over</u>	<u>Charge (In Cents)</u>	
0	25	345	
25	50	395	
50	75	450	
75	100	480	
100	150	515	0210
150	200	555	
200	250	595	
250	300	625	
300	400	675	
400	500	730	
500	600	810	
600	700	895	
700	800	940	
800	900	1040	
900	---	1135	
NOTE.--Will not apply on shipments made under the provisions of Item 420.			
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## SECTION 1--RULES (Continued)

ITEM

## POOL LOT

- (a) For the service of segregating, or unloading and segregating, a pool lot, the following shall be assessed for each shipment destined to points in the San Diego Drayage Area, in addition to transportation rates:

Merchandise classified as:

Class:	100	92½	85	77½	70	65	60	55	50
• Rates in cents per 100 pounds:	49	47	44	42	39	37	36	35	33

- (b) Classification ratings shall be based upon the LTL (less-truckload) ratings in the Governing Classification, Sections 2-A or 2-C of the Exception Ratings Tariff, or this tariff.
- (c) Articles taking a rating higher than Class 100 shall be computed upon the percentage of the Class 100 rating, as set forth in the Governing Classification, Sections 2-A or 2-C of the Exception Ratings Tariff, or this tariff, except that shipments consisting of articles rated higher than Class 150 in the Governing Classification, Sections 2-A or 2-C of the Exception Ratings Tariff, or this tariff shall be subject to the rates applicable for Class 150.
- (d) No additional charge shall be made under this item on shipments for which transportation charges are based on a minimum weight of 20,000 pounds when the carrier performing the distribution service receives a transportation charge on such shipment from the distribution point.
- (e) See Item 220 for mixed shipments.
- (f) When a pool lot is segregated at and delivery is made from carrier's established depot, said depot will be considered as being located within Metropolitan Zone 301 for the purpose of assessing transportation charges under this tariff, and transportation rates shall be applied from Metropolitan Zone 301 as point of origin.
- (g) Rates named in this item alternate with rates for the same services contained in tariffs filed with the Commission pursuant to the provisions of the Public Utilities Act, and in effect on the date the services are performed.

#230

• Change )  
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81294

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SAN FRANCISCO, CALIFORNIA



## SECTION 1--RULES (Continued)

ITEM

## SPLIT DELIVERY

The rate for transportation of a split delivery shipment shall be the rate applicable for the rate base determined as follows:

- (a) When point of origin and all points of destination are within a single zone, apply rate for rate basis B, subject to Notes 1, 2, and 3;
- (b) When point of origin and all points of destination are within the area encompassed by two adjoining Metropolitan Zones, apply rate for rate basis C, subject to Notes 1, 2, and 3 (Metropolitan Zone 305 does not adjoin any other zone, except Metropolitan Zone 311, for the purposes of this rule);
- (c) For all other shipments, apply rates for rate basis F, subject to Notes 1, 2, and 3.

NOTE 1.--For each split delivery shipment a single bill of lading or shipping order shall be issued. It shall describe the kind and quantity of property for the entire shipment, and bear the date such property is physically accepted by the carrier. At the time of or prior to the tender of the shipment the carrier shall be furnished with written instructions showing the name of each consignee, the point or points of destination, and a description of the kind and quantity of property in each component part of the split delivery shipment.

NOTE 2.--If shipping instructions do not conform with the requirements of Note 1 hereof, each component part of the split delivery shipment shall be rated as a separate shipment under other provisions of this tariff. When shipping instructions do conform with the requirements of Note 1 hereof, component parts of split delivery shipments shall not be treated as separate shipments.

NOTE 3.--In addition to the rate for transportation, the following additional charges shall be assessed for split delivery service:

Weight of Component Parts (Pounds)		Split Delivery Charge for Each Component Part in Cents
Over	But not Over	
0	500-----	245
500	1000-----	290
1000	2000-----	420
2000	4000-----	580
4000	10000-----	655
10000	-----	775

NOTE 4.--Rates provided in this tariff do not apply to transportation of split delivery shipments unless point of origin and all points of destination are within the San Diego Drayage Area. When point of origin or one or more points of destination are located outside of the San Diego Drayage Area, rates in Minimum Rate Tariff 2 shall apply.

Change }  
Increase } Decision No.

81294

EFFECTIVE

Correction

ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA,  
SAN FRANCISCO, CALIFORNIA

SECTION 2--RATE BASES AND RATES (Continued)										ITEM
CLASS RATES (In Cents per 100 Pounds)										
Rate Basis	Any Quantity									
	100	92½	85	77½	70	65	60	55	50	
A	116	110	105	99	93	90	87	81	79	
B	141	134	127	119	113	108	104	99	96	
C	157	148	141	133	126	121	115	109	106	
D	176	167	159	149	141	136	131	124	119	
E	187	178	169	160	150	144	139	131	128	
F	204	194	183	173	163	157	151	143	139	
Rate Basis	Minimum Weight 2,000 Pounds									0410
	100	92½	85	77½	70	65	60	55	50	
A	97	92	88	82	77	74	72	68	66	
B	111	106	100	95	89	85	82	78	75	
C	121	114	108	102	97	93	90	84	82	
D	135	128	122	114	108	104	100	95	92	
E	148	141	134	126	118	114	110	104	101	
F	165	157	148	140	132	127	122	115	112	
Rate Basis	Minimum Weight 4,000 Pounds									
	100	92½	85	77½	70	65	60	55	50	
A	70	67	63	60	56	54	52	49	47	
B	80	76	72	68	64	62	60	57	55	
C	96	91	87	81	76	74	71	67	65	
D	106	101	96	91	84	81	78	74	72	
E	113	108	102	97	91	88	83	79	77	
F	128	122	115	108	102	98	95	90	87	
♦ Increase, Decision No. 81294										
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Correction										

SECTION 2--RATE BASES AND RATES (Continued)										ITEM
CLASS RATES (In Cents per 100 Pounds)										
Rate Basis	Minimum Weight 10,000 Pounds									
	100	92½	85	77½	70	65	60	55	50	
A	49	47	44	42	39	38	37	35	34	
B	62	59	56	53	49	47	45	43	42	
C	71	68	64	61	57	55	53	49	48	
D	76	72	69	65	61	59	57	54	52	
E	91	87	81	77	72	70	67	64	62	
F	96	91	87	81	76	74	71	67	65	
Rate Basis	Minimum Weight 20,000 Pounds									0415
	100	92½	85	77½	70	65	60	55	50	
A	39	37	35	33	31	30	29	27½	27	
B	46	44	42	39	37	36	34	33	32	
C	52	49	46	44	41	40	38	36	35	
D	60	57	54	50	47	46	44	42	40	
E	65	62	59	55	52	50	48	45	44	
F	72	69	65	62	58	56	53	50	49	
Rate Basis	Minimum Weight 30,000 Pounds									
	100	92½	85	77½	70	65	60	55	50	
A	35	33	32	30	28	27	25½	24½	23½	
B	39	37	35	33	31	30	29	27½	27	
C	43	41	39	37	35	33	32	30	29½	
D	46	44	42	39	37	36	34	33	32	
E	52	49	46	44	41	40	38	36	35	
F	56	53	50	47	44	43	41	39	38	
♦ Increase, Decision No. <b>81294</b>										
EFFECTIVE										
Correction <div>ISSUED BY THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA, SAN FRANCISCO, CALIFORNIA</div>										

SECTION 3--EQUIPMENT RATES AND RULES	ITEM
<p style="text-align: center;">RULES</p> <p>(a) Rates named in this section are subject to Items 10 and 11, Definitions of Technical Terms; Item 20, Application of Tariff; Item 30, Application of Tariff--Territorial; Items 50 and 51, Application of Tariff--Commodities; Item 150, Charges for Escort Service; Item 160, Charges for Permit Shipments; Item 165, Dangerous Articles; Item 170, Collection of Charges; Items 180, 181 and 182, Collect on Delivery (C.O.D.) Shipments; Items 200 and 201, Issuance of Shipping Documents; Item 250, References to Items and Other Tariffs; and Item 260, Units of Measurement To Be Observed. They are not subject to the other rules provided in Section 1.</p> <p>(b) Rates named in this section are subject to Items 110 and 565 of the Governing Classification. They are not subject to the other rules of the Governing Classification.</p> <p>(c) Rates named in this section apply only when the property is transported by one carrier for one shipper.</p> <p>(d) Prior to the transportation of the property, the shipper must enter into written agreement with the carrier to ship at rates no lower than those provided in this section, stating specifically the class of service desired. (See Item 510.) Except as herein provided, no single agreement shall cover shipments transported over a period in excess of 31 days. EXCEPTION: The agreement will not be necessary for transportation of overweight and/or oversize shipments for which a special permit has been issued pursuant to the provisions of Sections 35780 to 35784, inclusive, of the Vehicle Code, State of California, and attached to or identified on the shipping document.</p> <p>(e) Rates named in Item 520 are subject to an additional charge at the rate of \$9.95 per man, per hour, minimum charge one-half hour, when carrier furnishes help in addition to the driver. The time for computing the additional charge shall be not less than the actual time in minutes the helper or helpers are engaged in performing the services. The total time so computed shall be converted into hours and fractions thereof. Fractions of an hour shall be determined in accordance with the table provided in Note 1(c), Item 520.</p> <p>(f) When carrier's equipment is painted, lettered or marked, or when special equipment or accessories are furnished by the carrier, in connection with transportation which is performed subject to the rates named in Item 520, a charge not less than the cost of painting, lettering or marking or the costs applicable to the use of the special equipment or accessories shall be made.</p>	6500
<div style="display: flex; align-items: center;"> <div style="margin-right: 10px;">             Change              Increase           </div> <div style="font-size: 2em; margin-right: 10px;">}</div> <div>             Decision No.             <div style="margin-left: 20px; font-size: 1.5em;">81294</div> </div> </div>	
EFFECTIVE	
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CANCELS

## MINIMUM RATE TARIFF 9-B

## SECTION 3--EQUIPMENT RATES AND RULES (Concluded)

ITEM

FREIGHT, regardless of classification, subject to Note 1:

Weight in Pounds (See Note 2)	Rates in Cents Per Hour		
	Column 1	Column 2	Column 3
Less than 12,000-----	1170	1665	2150
12,000 but not over 20,000-----	1210	1675	2155
Over 20,000-----	1310	1755	2165

- (1) Minimum Charge--The charge for one hour.  
 (2) Rates do not include bridge or ferry tolls. Such tolls, when incurred by the carrier, shall be added to the transportation charges.

Column 1--Rates per unit of equipment with driver, except for time equipment is operated in excess of 8 hours out of 9 consecutive hours, and except when operated on Saturdays, Sundays or holidays.

Column 2--Rates per unit of equipment with driver for time equipment is operated in excess of 8 hours out of 9 consecutive hours or on Saturdays, Sundays or the following holidays: Washington's Birthday, Memorial Day, the day after Thanksgiving or the day before Christmas.

Column 3--Rates per unit of equipment with driver for time equipment is operated on the following holidays: Independence Day, Labor Day, Thanksgiving Day, Christmas or New Year's Day.

## NOTE 1--

(a) Subject to paragraph (b) below, rates in this item apply from the time the truck and driver report for service pursuant to the shipper's order to the time of completion of the last trip under such order. EXCEPTION: If the single transaction covers a period in excess of one day, time consumed in driving from last point of destination to the carrier's terminal at the close of one day's business, and from the carrier's terminal to the point of origin at the beginning of the next day's business will not be included in computing the chargeable time.

(b) In computing time for trailer shuttle service no time shall be charged for the movement of truck tractors without load or for trailers or semitrailers without power unit except when such trailers are being loaded or unloaded.

(c) In computing time under the basis outlined in paragraphs (a) and (b) hereof the various time factors shall not be less than the actual time involved in minutes. After the total time has been determined under the provisions of paragraph (a) hereof, it shall be converted into hours and fractions thereof. Fractions of an hour shall be determined in accordance with the following table:

Less than 8 minutes--omit.  
 8 minutes or more but less than 23 minutes shall be  $\frac{1}{4}$  hour.  
 23 minutes or more but less than 38 minutes shall be  $\frac{1}{2}$  hour.  
 38 minutes or more but less than 53 minutes shall be  $\frac{3}{4}$  hour.  
 53 minutes or more shall be 1 hour.

NOTE 2.--The normal carrying capacity of each vehicle unit shall be determined by the carrier based upon that amount of property in pounds, which physically can be loaded therein and safely transported under normal conditions.

Change )  
 Increase) Decision No.

81294

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 SAN FRANCISCO, CALIFORNIA.